ARW-YORK DAILY TRIBUNE, SATURDAY, SANGARY 4, 1873

### NEW-YORK. SATURDAY, JANUARY 4, 1873.

THE JANUARY THAW.

A CROWNING ARGUMENT FOR RAPID TRANSIT.

A DENSE FOG AND HEAVY RAIN-BROADWAY AND OTHER THOROUGHFARES SLOUGHS -TRAFFIC AND TRAVEL OBSTRUCTED.

The weather yesterday was one of the best arguments for any and all rapid transit schemes, whether underground, overground, or submarine, that has ever been presented for the consideration of a suffering public. From dawn to nightfall the city was wrapped in a blanket of fog, and under the influence of a rising temperature and an April-like rain the ramparts of snow with which the sidewalks were lined disappeared as by magic, and the streets themsolves became literally sloughs and canals.

Never perhaps in the history of the city were the streets in so terrible a condition. Traffic and travel | regarding superheated steam; while yet another peered were ebstructed quite as much as they were on the day of the Christmas storm, and even the mails were behindhand. As a consequence of the snow blockade, the markets are overstocked with poor meats and produce.

Ferry-boat navigation was exceedingly perilons owing to the fields of ice that stretched from shore to shore, and especially to the density of the fog. Only two collisions were reported in the harbor, however, and no loss of life was occasioned, although the delays during the day were very vexatious.

The incidents of the day in the streets and on the river were very striking, but happily no fatal casualties are reported as the direct result of the abnormal condition of the streets and sky.

### IN THE STREETS.

The most disagreeable days of the season will, in all probability, date from yesterday. Certain it is that the streets presented the worst phases of the Winter time combined with all the dreariness of the Spring equinox. Men of business and pleasure alike deprecated the alliance of snow and rain. The snow, which only a few days before gave promise of an oldfashloned Winter, became a mass of treacherous slush, and the rain-the sequel to one day of pleasant weather, with its visions of prospective Winter sports-brought with it influenza and fil-humor for all who waded the streets. The city had for its paneramic effects throngs of struggling pedestrians and overworked horses, dripping caves and occasional avalanches of snow from the house-tops, and startling collisions of ferry-boats affoat and stages on shore. Broadimperfectly cleared of snow, became a canal bordered by banks of ice, streaked with the filth of the city. The street-crossings were sloughs. Through an expanse of foul snow the great throng of pedestrians waded and floundered ankle deep. What at first sight only promised to chill, proved too late to be a filthy pool, covered by a mass of discolored snow, into which one sank, and from which escape could only be had through very much more of the same disagreeable element. There was absolutely no thoroughfare open to such as dreaded wet feet and splashed clothes. All day long the streets were crowded with every manner of vehicle, from the ponderous dray to the lightest coupé, the usual hazard of crossing the streets was added the risk of a fall and the certainty of a shower of muddy water from passing teams.

As if the rain and the snow were not enough to dishearten and disgust, the city was wray in a fog so dense that all objects, animate and inanimate, were lost in shadow. Coming after the deepest snow for many Winters, the fog was the densest known for many years. Every moment objects rose into sight or vanished like a dissolving view. It was as if the spectator gazed at the dampened muslin behind which was the magic-lantern peopling a strange atmosphere with a shadowy creation. Ever and anon grotesque figures appeared, made in comical by the enveloping moisture, which rounded off all angles and distorted all lines of beauty. Under such influences the sight of a portly market woman struggling for and maintaiting a "right of way" through a crowd of belated cierks and giggling shop-girls became a veritable Punch and Judy entertainment, with all the

AN APRIL RAIN. But, aside from the incidents, the history of the day must be written. After nightfall on Thursday the rain, which had long threatened, began to fall. It was not one of the Winter rain-storms which, by their dash and fury, encourage rather than depress the soul, but, benning with a gentle, steam-like vapor, it soon became ated its dampness alike through clothing and umbrellas. It was a moisture which penetrated everywhere and enveloped the belated traveler, whether on foot or in a street-car. No water-proof was so thick as shut out that feeling of dampness; no exercise of which the pedestrian was capable was sufficiently enlivening to stir the singgish pulse. This rain, prevail ing through the night, reduced the streets of the city to ation, and its continuance vesterday and last evening afforded the prospect of something worse to-day. Perbetween the chance of a fall if he attempted to spring from one key ridge to another, or the certainty of a wet ting if he plunged recklessly through the slime, may think more kindly to-day of the puddles and ditches, strengthened as he will be by dire experience.

The thaw continued, and although the fog partly lifted during the afternoon, the weather became none the less disagrecable. Streams of water overflowed the sidewalks and defied the efforts of the numerous gangs of laborers who strove to give direction to their channels. No throng of delayed vehicles rendered it as impassable as before. With all the efforts of the street-cleaners, the two crossings between the City Hall and the Battery, at Fulton-st, and Maiden-lane, were not kept cleared. TRAVEL AND TRAFFIC IMPEDED.

Man is not the only sufferer from the thaw, for the terrible condition of the streets renders the locomotion of horses very tiresome. On several lines teams were taken from the street-cars and their places were supplied by the horses attached to cars in the rear. In few instances the jaded horses dropped in the traces and ended their misery. On the extreme east side of the city the teams were doubled up and the cars were dragged through alternate ponds of dirty water and ob structions of snow, and those who wished to ride were forced to reach the cars by wading through an intervening slough of uncertain depth. As was to be expected, all who were not forced to encounter the distressing features of the day, remained at their homes, and as a consequence the cars were not so badly crowded as they are in ordinarily stormy weather. Those, however of business inclinations who deferred their journey down town in the hope that the day would brighten were doomed to disappointment. At 9 a. m. the fog was Genser than at 8, and at 10 thicker than before. Then came the drizzling rain, until late in the afternoon the for nearly cleared away and a damp night soon set in. the earliest possible moment, and the business portion of

Delays in reaching offices were not the only annoy ances from which business men suffered. All the mails were two or three bours behind time. The Eric mail due at 10:30 p. m. on Thursday did not arrive until 7 a. m. yesterday. The mail over the same road due at 7 a. m. did not reach the city until the afternoon. Even after the mails reach the office, the postmen find it impossible

to make regular trips from house to house. The closing of all means of communication with the rural districts has prevented the marketmen from obtaining their usual supplies of fresh meats, and the food generally offered is of poor quality. The means of delivery are so uncertain that housekeepers can no longer put any reliance upon the arrival of bakers, butchers, or milkmen. The milkmen rely upon the railroads, and the trains are more or less delayed. Many of the streets are impassable for a light express wagon, and grocers have to depend upon boys for the delivery of orders.

Superintendent Thorne of the Street Cleaning Bureau had all his men busily at work. A majority of the force were employed in removing ashes and garbage from the front of dwellings. Owing to the streets being blockaded with snow, there has been a great accumula tion of this rubbish, and so great to the quantity that its removal will occupy about a week. Several hundred men were at work also in all parts of the city, cleaning away the approaches to the sewer culverts at the street corners, so that the flow of water from the melting snow might run off. In some of the great thoroughfares, however, men were still kept at work carting away the heaps

## IN THE HARBOR.

All day long the rivers were resonant with bells and steam-whistles. So thick was the fog that it was impossible to see ahead the length of a ferry-beat, and the pilots who undertook, and safely accomplished the transfer of many thousands of passengers performed a public service which caunot be too highly commended. clangor of the pells and the shricks of the whistles.

Fear in various degrees of intensity was written every face in the cabins, betokening an equal dread of the ice, the fog, and the safety-valve. Doubtful as to the quarter whence danger was most to be looked for, they all sat or stood in suspense as the boat slowly moved through a fog that was so thick that it could almost be cut. In the eyes of one could be read anticipations of sinking in the ice; in those of another lack of confidence in boiler inspectors and conflicting ideas anxiously about, having in mind all the terrible disasters from collision at sea of which he had ever heard. Certain it is that all, without exception, were thankful in som degree when they safely landed.

FERRY-BOATS HINDERED BY FOG AND ICE.

Thick as was the fog in the city, its density was greate upon the rivers. Added to this, during a portion of the day, were heavy masses of drifting ice which in clear weather greatly impeded navigation, but in a fog seriously increased the dangers. The boats of the Fulton ferry performed their hazardons trips during the day, but with little regularity. On the Brooklyn side Fultonst, was crowded with teams nearly up to Sands-st., all waiting for an opportunity to cross to the New-York side. Not a team crossed Fulton ferry after 7 a. m., until afternoon. Three boats ran during the day, but after dark the number was reduced, as usual, to two. The Fulton ferry, more than any other, suffered considerable appropriate from small propellers which were bound up and down the river under a full head of steam. The attention of the authorities will be called to these facts by the officers of the Union Ferry Company, and this very dangerous obstruction to ferry travel will be re-

The Catherine ferry was more uncertain in its trips than the Fulton. Upon this ferry the large body of Hebrew peddlers and Italian organ-grinders who daily overrun Brooklyn depend for the means of reaching their places of business. Yesterday most all they bled from their garrets and cellars in the Fourth and Sixth Wards, but met with a delay which made them impatient. The peddlers denounced the Company, while the organ-grinders grumbled at the fog. Many residents of Brooklyn hastened from Fulton ferry, where they found transit uncertain, to the Catherine ferry, where it was even more so. Market wagons stood in a long line, waiting entrance; shopgirls, already so long delayed that crossing was useless; clerks who started off bright and early, determining to be prompt at business and diligent in their labors, were moping over their fate; wicked people swore; irritable people snapped their words out; sour women wrinkled their noses and lifted their bedraggled skirts; independent men carelessly turned around and went home. The same ferry was the scene of some confusion at 9 a. m. The ferry-boat Peconic left the Brooklyn side, and, after a circuitous sage, was about entering the slip on the New-York side, as indicated by the bell, when she came into col lision with the steamboat Americus, made fast to the pier. The passengers on the ferry-boat were somewhat frightened, but no damage was done to either of the

boats, and no one was injured. A LONG FERRY VOYAGE.

At the Wall-st. ferry, irregular trips were made during the morning, but even these were discontinued before densely crowded. The 8 a. m. boat from Brooklyn returned at 9 a. m., without having been able to make a landing on the New-York side, and the second boat had not been allowed to start. When it was ascertained that all those who had started an hour previous were no nearer their destination than the passengers on board the steamer in the slip, the cheers with which the unsuccessful voyagers were received on board the craft about to start must have been exceedingly exasperating. Only the best of humor was manifested. The brokers and bankers joked over the delays, for they were conscious that the ferry company had done all in its power to place them on "the street."

The boats of the South and Hamilton ferries made only a few trips during the day. Their routes being long, and near the dangerous coast of Governor's Island, the officers of the Company did not deem it wise or expedient to risk life and property by sending the boats out. The ferry-house was crowded, but many who generally depended upon these ferries availed themselves of the

The Bridge-st. Ferry made hourly trips, but did not continue even this regularity after dark.

The Hunter's Point ferry from James-slip entirely sus pended operations. The morning beat did not comdown. A long row of teams stood in front of the building; they had waited since daylight, and their drivers were determined to see the end of the fog. The ferry at Thirty-fourth-st., owned by this Company, transported passengers, and all the residents of Hunter's Point were forced to proceed up town by cars before they could

because, like the Hunter's Point line, it deemed the trip too long to be undertaken with any reasonable degree of safety either to the vessel or the passengers.

The New-Haven steamer did not come to Pier No. 25 or any other wharf, in the morning as usual, although the vessel bound for that city departed last night. The Hartford boat did not leave her wharf at Pier No. 24.

The Staten Island ferry-boats were all behind time from one-half to one hour on each trip. The pilot of one of the Staten Island boats, after feeling his way with the utmost caution, found himself in the East River, opposite Martin's stores, and had the greatest difficulty in turning his vessel about, so as to make his dock. The boats of this line encountered very heavy masses of floating ice. It appeared at one time during the afternoon as if an ice gorge had formed between Bedloe's and Governor's Island, so as to offer a barrier to the ferry-boats, but after a time the trip was completed.

AN ACCIDENT ON THE NORTH RIVER. The Pavonia ferry, on the North River, performed trips both from Twenty-third-st. and from Chambers-st. The most serious, and in fact the only accident of any importance occurred on this line. The ferry-boat Pavonia, belonging to this ferry, and the D. S. Gregory of the Jersey City ferry, came in collision yesterday a seven a. m. by reason of the dense fog which prevailed during the day. Both boats were filled with passengers, and for a moment the utmost consternation was occa-sioned. The Gregory struck the Pavonia underneath, and completely demolished the guards, and also the heavy timbers in the side. The Captain of the injured vessel states that his boat was lying still at the time of the accident, and was blowing her whistle, to which the

Gregory falled to respond. The Pavonia was so badly injured that it was neces sary to call into requisition the large pump, and by this means she was kept affoat until she reached Long Dock. At this place the Fire Department was immediately no tified, and an engine was dispatched to assist in prevent ing the boat from sinking. It was found, however, that repairs could be made which would enable her to keep affort, and the engine was not used. The damage is very heavy, but the exact amount cannot be ascertained until the boat is placed on the dock for repairs, which will be

accomplished as soon as possible. The greatest difficulty was experienced in crossing the ferry during the day. The boats were run entirely by the fog-bells and signals.

The trips occupied from 20 to 70 minutes, and every boat was loaded to its utmost capacity both with freight and passengers. On each side of the river long lines of vehicles were waiting for an opportunity to cross, and in many instances an hour elapsed before a chance occurred to take a boat. The ice, though very abundant was soft and vielding, and caused little or no interfer

The Cortlandt-st, and Barelay-st, ferries were scarcely ess fortunate than the East River Companies. The river being much wider gave more "sea room" to the vessels, and the ferry-boats did not suffer any annoyance from

The dense fog of the day was the one subject of conversation. The oldest inhabitants admitted that it was remarkable. The streets in the neighborhood of the ferries were much blocked by vehicles wait ing for the boats, which made very irregular trips Many grocerymen, after waiting for hours for passage, were compelled to return home. The streets in general THE SANDWICH ISLANDS, were absolutely "no thoroughfare," the slush and water being ankle deep, and the sewer openings so clogged

with ice and snow that it could not run off. There is considerable grambling in reference to the made by the Board of City Works. The Scrimshaw Pave ment Company, which has afflicted the city with its tar pavements, appears to be getting the majority of all contracts, and was awarded the contract for cleaning the Eastern and Western section of the city at a price considerably above the lowest budder. The other section was awarded to John Dunnigan, whose bid was also above the others. Together the bils were \$40,000 over the sum applicable to the purpose, and the question of

validity of the action of the Board is now raised. The law provides that centracts shall not be valid against the city unless the Controller shall certify that the moneys required to be paid by the contracts are in the treasury, and the Controller is of opinion that this applies to the street cleaning contracts, and that he will be under the necessity of refusing to make payments to the contractors. The Board of City Works claim that the section is not applicable to street cleaning, and that it has exclusive power to do what they think proper in the matter, regardless of the amount required, or whether it is in the treasury.

INCIDENTS OF THE DAY. The small cars of the new Twenty-third-st. Horse Railroad are so crowded, usually, about the hours of opening and closing places of amusement, that humane people have been moved to remonstrate against the over-taxing of the horses, one only being attached to each car, and 13 complaints have already been reeived by Mr. Bergh. Last evening, about 71 o'clock, Officer Hartfield of the Society stopped several cars, or one of which there were 37 people, and another 32, and would not allow them to go on till the number was reduced to 16, the scating capacity, which, with the driver, he considered sufficient load for one horse, as the cars alone weighed 2,600 pounds each. Instructions were given the drivers either to double up their teams or carry fewer passengers, and several officers were stationed along the line to prevent overloading the horses when the theaters closed.

A young man named Andrews, a clerk in the office of Osgood & Co., at No. 24 Broad-st., while talking with several friends in front of the building in which his office was situated, was suddenly knocked senseless by a large cake of ice, which fell from the roof. He was carried into an adjoining office, and medical assistance summoned, when he was found to be suffering from concussion of the brain accompanied by a paralytic stroke. He was entirely unconscious, and it is feared that he will

Frank Rollins, age 45, of No. 434 West Thirty-seventhst., was found dead at the foot of the basement steps of the house No. 233 West Thirty-third-st., at daylight yesterday morning. He had attended a meeting of the Zetland Chapter, Royal Arch Masons, and is supposed to have slipped and fallen down the steps while he was re-

John Breslin, age 35, of No. 87 Tenth-ave., fell and fractured his leg at Washington and Horatio-sts.

Mary Kelley, age 36, of No. 119 Mott-st., was injured by falling upon the sidewalk near her home. George Clare of No. 452 West Forty-first st. fell in Fif-

teenth-st. and fractured his collar-bone.

Mrs. Mary Howell of No. 236 Columbia-st., Breeklyn, fell on the sidewalk in President-st., Brooklyn, and broke

ern corner of Peck-slip and South-st., a large mass of snow, which had been suffered to remain on the roof of the building occupied by P. Hoeft, fell to the pavement, together with a large portion of the cornice. Fortunately no one was standing underneath at the time. The weight of the snow and the cornice was estimated at one tun. There are several dangerous roofs in the same neighborhood. That of E. Stiner & Co., at Cherry and Catharine-sts., is particularly bad.

A large quantity of ice and snow accumulated on the roof of the Grant Locomotive Works, at Paterson, N. J., was loosened by the thaw and fell to the ground. John H. Ames, Master Mechanic of the works, who was passing at the time, was struck by a large piece of the ice and sustained a compound fracture of the right leg.

DISASTERS ALONG THE OHIO-HEAVY DESTRUC-TION OF PROPERTY.

BY TELEGRAPH TO THE TRIBUNE.

CINCINNATI, Jan. 3 .- "What is the news from the river !" is the question asked here by almost everyone. The movement of the ice on Tuesday night did the greatest portion of the damage here, and but the east have been intered since. The first estimodification, as many barges; swept away may yet be secured at points below.

To-day the Licking emptied its dreaded mass of ice, fortunately doing no damage. The danger from that stream has been that, coming in from Kentucky, it shoots its floating ice-fieds directly across the Ohio into the boats at the Cincinnati Landing. This occurs when the Licking rises first, or simultaneously with a rise in This time the Ohio rose several hours before the Lick-

ing, and the danger is past. The fact that the gorged ice often forms stratified masses of from 10 to 15 feet in thickness, and sometimes greater, will convey an idea of its formidable character. Reports from the river indicate a great flood coming down. All tributaries of the Ohio from Pittsburgh down are

rising rapidly. For 3,000 feet along our river front, and from one to three squares back, the city is subject to more or less danger from overflow, water often penetrating the basements through the sewers, even when up to the street level. This portion of the city is almost entirely devoted to

begun removing goods to the upper floors. A rise of probably 50 feet may be expected here, possibly greater reduce the quantity of the flood. Nearly all of the Ohio towns will be more or less

the wholesale trade, and the most exposed have already

flooded. The damage already reported by this break-up from Pittsburgh to Louisville will probably exceed \$250,000. At Beaver, just below Pittsburgh, the tow-boat R. J. Grace was sunk; loss, \$10,000; insurance, \$6,000 The little steumer Valid was sunk at Rochester, Penn.

have been torn loose and carried away. An empty coal them have been swept away between Pittsburgh and

At Aurora, Ind., thirty-three empty barges were counted floating down with the ice. The break-up has stimulated business here greatly. River navigation for several months has been uncertain, and the prospect of good navigation causes great activity among shippers. Nine million bushels of coal are reported ready to leave Pittsburg as soon as the ice permits.

OTHER REPORTS OF DESTRUCTION ON THE OHIO AND MISSISSIPPI.

CINCINNATI, Jan. 3 .- The ice gorge at Wheeling. West Virginia, gave way this morning, carrying down the steamer Carrie Brooks. News from above her indicates a very high river coming down. The Licking River was running out heavy ice, and a large number o loose saw-logs, this afternoon, but the ice is soft and well broken up. No additional damage has been done. Two or three small steamers were thrown aground with little injury. The rumor current last night that the Leonora went down with the ice is false. She is safe at the lower part of the city. The Kanawha River has risen 16

feet at Charleston. St. Louis, Jan. 3.—A large cake of ice became de tached from the gorge at Arsenal Island, and anchored yesterday afternoon, below this city. During its passage down the river it carried with it two transfer boats and a barge, and sunk a barge loaded with iron which was lying alongside the towboat Wild Duck at Carondolet.

# THE THAW ELSEWHERE.

IN NEW-HAMPSHIRE. CONCORD, Jan. 3 .- A great change has taken place in the weather in this section during the past 24 hours. A dense for prevails and the snow is rapidly

IN PHILADELPHIA. PHILADELPHIA, Jan. 3 .- The weather is mild and the snow is melting rapidly. There is a heavy for on the river, but it does not materially impede the ferry-

FOG AT WASHINGTON. WASHINGTON, Jan. 3.-There is a dense fog here to-day. It appeared early in the morning, and seems to grow thicker as the day lengthens.

FOREIGN INTERESTS IN THE COUNTRY. COMMENTS IN LONDON ON THE POLICY AMERICA-TWO BRITISH WAR VESSELS OR-

DERED TO HONOLULU. LONDON, Friday, Jan. 3, 1873. The London Times of this morning, in an editorial article upon the situation caused by the death of King Kamehameha, says it must confess that the Americans will eventually people the Sandwich Islands, which will become a valuable colony between San Francisco and China and Australia. The Times reviews the question of annexation by fillibustering as heretofore practiced in new countries by great Powers, and doubts the right or propriety of any nation taking possession of the Sandwich Islands in such manner.

SAN FRANCISCO, Jan. 2.—The British war steamer Scout sailed from Victoria, V. I., Dec. 31, for Honolulu, and will be followed by the British war steamer Chameleon to-day.

### THE DEATH OF KAMEHAMEHA.

PARTICULARS OF THE EVENT-SOME CHARAC-TERISTICS OF THE LATE KING-NATIVE FU-NERAL CEREMONIES.

FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE. HONOLULU, S. L. Dec. 15 .- The Sandwich Islands are in a state of political agitation at this time, in consequence of the death of King Kamehameha V. He would not name a successor, which was his prerogative according to the Constitution of the country. It is generally stated that he desired to be the last of his line, and the last of Hawaiian kings. This seems likely, as the choice of the Monarchists of the country lies between an habitual drunkard, though a naturally able man, named Lunalilo; an imbecile old woman, who would be the merest tool of her advisers, named Keliikolani; inferior chief, named David Kalakana. There is no other noble timber out of which royalty may be reconstructed here. The native aristocracy is defunct; and if American residents make the slightest manifestation

in behalf of their political principles, we will have a republic or annexation right away. The late King was named Lot. Kapuiwa Kamehameha, and he was the fifth of the royal line founded by the conqueror Kamehameha, who united all these islands under one dominion. His late Majesty had received a superior English education, and spoke our language with perfect correctness and with the refined tone of an accomplished gentleman. He was well versed in English literature, and sometimes indulged in very apt Shakespearea quotations. He was stout, well-made, and skillful in athletic sports. Like his great predecessor, Kamehameha I, he was fond of the sports of the sea; he would skillfully manage a huge cance alone, and would dive to dangerous depths with the playful ease and buoyancy of a dolphin; and when he arose from the deep, shaking the brine from his curling jetty locks, and revealing his magnificent dusky form, he seemed indeed the Neptune of the Pacific waters.

This King was a thrifty man, and had accumulated large means for these islands. He had a sheeprun of 150,000 acres upon Molokai, upon which grazed 30,000 head of sheep. His income was about \$60,000 per annum, and he held half a million of Crown and Government lands. The quarter of these means will amply sustain a new and efficient republican government. A great majority of the foreign population desire to set aside our paltry, expensive, though interesting royalty, and the only difficulty will be to persuade the native population to acquiesce in the change. The Kanakas, or rather a portion of them, are now howling over their dead chief, although I must say that less feeling has been shown at the death of Kamahameha V. than on the demise of any previous chief. Still there are enough to keep up the barbarous saturnalia around the palace, which amuses foreigners so much. This time the hideous funereal fandango was tabooed strictly to the foreign population. A strong guard inclosed the palace, and tried to keep the heathen saturnalia from critical foreign eyes; but enterprise and a strong curiosity managed to outwit the valiant Kanaka guard. Within the Palace Court were more than 1,000 dark contortionists, minstrels, and professional wailers, who made night hideous. It was a lovely moonlight, and the graceful tamarind, algeroba, and mango trees made beautiful silhouettes on the clear sky. The crowds were interspersed among the groves. A hundred halfnaked women gyrated with their supple, shining bodies, and swung in the air tatooted calabashes that rattled with pebbles inside. Another crowd moved in mock fights. Some recited, not the exploits of war or peace, but the lascivious prowess of the late monarch. This is the especial burden of the minstrels-to land the physical development and erratic power of majesty. Christianity with all its beneficent influences in

ese islands, has never been able to check the filthy and riotous mysteries enacted over dead kings. It is curious that such intelligent men as the Kamehamehas really were should have consented to the perpetuation of such abominable native superstitions. Kamehameha V. was an able man, and qualified to be a statesman in a much more important sphere than this Archipelago. He disdained his sitnation, and said that his country offered no basis for the dignity of royalty. had projected a tour in Europe, and intended to be present at the Vienna Exposition, if he recovered from his late sickness. He was 42 years of age at his death, and was a well formed, princelylooking man. Lady Franklin said of him, that he would be regarded as one of the most distinguished of princes in any court of Europe. He leaves no family, and not one of his blood, except an imbecile old half sister, to bewail his loss. He intended to be a great king among Pacific islanders, and to re-people his decaying country, but Providence has left this

work to be done by men who shall represent a new order of things. GENERAL FOREIGN NEWS.

TEMPEST IN GREAT BRITAIN. QUEENSTOWN, BIRMINGHAM, AND SOUTHAMPTON VISITED BY THE STORM. LONDON, Friday, Jan. 3, 1873.

Dispatches from Queenstown, Birmingham, and Southampton report that a tempest of unprecedented violence raged all last night. The storm was ac companied by terrific thunder and lightning, and caused great alarm to the inhabitants. This morning the wind was blowing a gale, and sleet and snow were falling.

# FOREIGN NOTES.

The Emperor of Germany has conferred the order of the Black Eagle upon Prince Bismarck. Additional cases of kidnapping Polynesian atives by wholesale have come to light in Melbourne Victoria. The guilty persons will be severely dealt with. The authorities at that city are determined to break up the infamous practice.

AN OLD LADY MYSTERIOUSLY MURDERED IN BALTIMORE.

BALTIMORE, Jan. 3 .- Mrs. Mary Ann Lampley, age 72, was found lying in her house, last night, in the eastern section of the city, brutally murdered. The murder was committed during the absence of her hus-band and daughter at the theater. Mrs. Lampley was in perfect health when her family left her. It is supposed that plunder was the object of the murderer, as about \$1,200 was taken from the house, and the jewelry on Mrs. Lampley's person was taken off and carried

direct cause of death, as no marks of violence were found upon the body, except a few slight bruises on the abdomen. The theory advanced in regard to the case, is that the old lady was smothered to death by a piece of carpet, which was found lying by her side, and that a obbery was afterward perpetrated.

# WASHINGTON.

CURRENT TOPICS AT THE CAPITAL. THE CREDIT MOBILIER INVESTIGATION TO BE

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Friday, Jan. 3, 1873. There seems to be little question among those who have interested themselves on the subject of the investigations of the Crédit Mobilier Committee, that when the members charged with that inquiry reassemble on the 5th inst., a resolution will be passed opening the doors of the committee-room to the public, if indeed a resolution is not passed by the House on Monday, under a suspension of the rules, ordering the investigation to be public. That question at all events will be the first one considered by the Committee, and the statement is made that three of the members, namely, Niblack, McCreery, and Merrick, will vote in favor of such a resolu-tion, and that they being a majority: the propo-sition will succeed. It is thought the inquiry will not continue more than a fortnight from the time of the reassembling of the Committee. But a report is not expected until the last of January as the testimony will require much time in the printing, the most emphatic statements continue to be made regarding the statements continue to be made regarding the ince-aliready elicited, and if half of them are true, and their truth is affirmed by respectable persons. The investiga-tion will show the most stupendous corruption ever elicited in connection with legislation. It is said that the public thus far does not know the important develop-ments that have been made by the Committee, and that the whole will never be known unless an open investi-cation is had. on is had.

### INTERNAL REVENUE COLLECTIONS.

The following, from a comparative statement prepared at the Internal Revenue Bureau, shows the increase or decrease of collections from different sources for the first four months of the present fiscal year as compared with the same period last year: On spirits there is an increase of \$13,652,764; on tobacco an increase of \$74,606; the collections of the tax on banks and bankers has decreased \$113,625; on adhesive stamps a decrease of \$1,605,528; on penalties there is an increase of \$2,834, and on sources formerly taxed but now exempt, the statement shows a decrease of \$3,625,083. The decrease of receipts on the above mentioned sources, where a failing off of the revenue appears, is solely due to legislation. The total decrease is on repealed sources, and amounts to \$5,336,231. The total increase from sources taxable alike in 1872 and 1873 is \$2,875,966. The aggregate of internal revenue receipts for the inst quarter of the calendar year of 1872 is \$25,330,025 26, a decrease from the reports for the quarter ending Dec. 31, 1871, of \$3,032,532 87. the same period last year: On spirits there is an in-

### WASHINGTON NOTES. INV TRUEGRAPH TO THE TRIBUNE!

WASHINGTON, Friday, Jan. 3, 1873. The report published in a New-York paper, that the President has decided to offer the Secretaryship of State to the Hon. Wm. M. Evarts, is not credited here. Members of the Cabinet do not regard it as at all certain that Mr. Fish will leave the State Department on the 4th of March, and say that the President wishes him to remain. It is therefore not improbable that rumors of his resignation and denials of their authenticity may continue to furnish themes for newspaper comment for two or three years to come. In case of his withdrawal common rumor assigns him to the English Mission, but fails to provide any piace for Gen. Schenck, whom the Administration would not be likely to leave unprovided for.

The Mense Electrons Committee will make a decision

The House Elections Committee will make a decision in the Bowen-De Large contested case before the 15th inst. Mr. Bowen is confident that he will be given the seat in time to draw the two years' salary, mileage, stationery, and other perquisites before the Congress ex-pires on the 4th of March. De Large, holding the ceat, has of course drawn pay and allowances up to date, so the Government will be out of pocket \$12,000 or \$15,000 hr reason of the centest, and will, beside, have to pay the expenses incurred by both centestants in taking testimony.

It is well understood here that ex-Gov. Oglesby will have no opposition to the Republican party for the Illi-nois Senatorship. The election will take place in about a fortnight. Senator Logan, who has been seriously ill for the past few days, is now recovering.

The House Appropriations Committee were engaged on the Fortifications bill to-day. The amount to be appropriated will be about the same as last year. The Naval and Military Academy bills are completed and will be presented on Monday or Tuesday.

[GENERAL PRESS DISPATCH.] The official relations between Secretary Belknap and Gen. Sherman have lately been a matter of comment, and rumors have existed of a serious difference between them as to how orders shall be issued. But this difference has been one merely of epinion which, it is said, has been settled to the satisfaction of all concerned by the promulgation of the army order issued by Gen. the promulgation Sherman to-day.

The Commissioner of the General Land Office is in tue receipt of dispatches, to-day, reporting that the Land Office and many of the records at Lincoln, Neb., were destroyed by the fire there; also that all the records of the Land Office at Dardauelles, Ark., were consumed in the fire which destroyed about half of that town a week ago.

There is a full Cabinet meeting to-day, all the Departments being represented. The session commenced at noon and continues. It is not known, however, that anything beyond Department routine business is under consideration, though as yet there has been no opportu-nity for obtaining positive information concerning the deliberations.

The payments made from the Treasury by warrants during December were as follows: Civil and miscellaneous, \$5,232,777; war, \$4,010,444; navy, \$1,585,770; interior, pensions, and Indiads. \$3,339,385. Total, \$14,168,374. The above does not include payments made on account of the interest or principal of the public debt.

Reports to the Internal Revenue Bureau show the number of distilleries to be in operation in the United States on the 1st inst. to be 269, with a daily capacity of 239,638 gallons. During the month of December there was an increase of 33 distilleries and a decrease in the daily capacity of 22,645 gallons.

A general order just issued by Gen. Sherman analysis of the daily capacity of 22,645 gallons.

nounces that Major Wm. D. Whipple, Assistant Adjutant-General, and Major O. M. Poe, United States Engineers. have been appointed aides-de-camp on the personal staff of the General of the Army, vice Cois. F. T. Dent and Horace Porter resigned.

The Postmaster-General has decided that families,

firms, or companies cannot combine to rent post-office boxes conjointly, but that one box-rent must be collected from each firm, family, or company enjoying such

# DESTRUCTIVE FIRES.

A PATENT MEDICINE DEPOT DESTROYED IN BUFFALO.

BUFFALO, Jan. 3. - The large three-story brick buildings, Nos. 135 and 137 Main-st., extending through to Quay-st., owned and occupied by Ransom, Sons & Co., as a depot for patent medicines, took fire this afternoon from sparks left by tin-smiths re pairing the roof, and were entirely destroyed. The loss, estimated at \$10,000,000 on ouifdings and stock, is covered by insurance. Shirrell & Fisher, manufacturers of soap, occupied a portion of the premises in Quay-st., and were only partly insured.

A CONFLAGRATION AT DELPHI.

DELPHI, Ind., Jan. 3 .- A fire, which at one time threatened to destroy the whole town, began about 64 this evening, in Peterson & Condin's bakery which, with a number of frame buildings, was destroyed. The sufferers by the conflagration are Ditter & Dixon, boots and shoes; Gem Saloon; Cushing & Brother, confectionsry; T. Hogan, boets and shoes; L. Merrick, restaurant; N. Smith stoves, and G. H. Best, tailor. The contents of the buildings were principally saved, but in a damaged condition. The total loss is about \$25,000.

A COLLAR FACTORY BURNED AT TROY. TROY, Jan. 3 .- A fire in C. B. Laithe's ticket agency office last night extended to Coon & Van Valkenburgh's collar factory, entirely destroying it and damaging Earl & Wilson's collar establishment. Coon & Van Valkenburgh's loss is \$15,000; insured. Earl & Wilson lost \$5,000, which is covered by insurance. The building, owned by Gurley & Johnson, is damaged \$8,000; insured. THE FIRE RECORD OF ST. LOUIS.

St. Louis, Jan. 3.-The number of fires in this city last year was 234; loss, \$969,377; insurance, \$2,442.045 ; less to insurance companies, \$944,232. BURNING OF A SHOE FACTORY IN NORTH BRIDGE-

BOSTON, Jan. 3.—The shoe manufactory of F. A. Tnayer, in North Bridgewater, was destroyed by fire last night. Loss, \$12,000, insured for \$6,000.

RA WOOLEN MILL BURNED AT GRAND RAPIDS. DETROIT, Jan. 3 .- Earl & Reynold's woolenmill at Grand Rapids was burned Wednesday night. The losa is \$20,000 ; insurance, \$16.000. DESTRUCTION OF FIVE STORES IN NEW-ORLEANS.

NEW-ORLEANS, Jan. 3 .- Five stores in Maga-

zine-st., known as Anrich's Row, were burned to-day. Loss \$75,000: insurance \$50,000. in home companies.

# MASTERS OF THE SITUATION.

PRICE FOUR CENTS

LECTURE BY JAMES T. FIELDS. THE ELEMENTS OF SUCCESS AS EMBODIED IN THE TRIUMPHS OF MASTER-MINDS—DEFEAT SOMETIMES GREATER THAN VICTORY.

Mr. James T. Fields, the author, lectured, last evening, at Association Hall, on "Masters of the Situation," closing the first lecture course of the Young Men's Christian Association. The lecturer dealt largely in reminiscences and characteristics of eminent men, bringing out the distinguishing traits in each in filustration of the elements essential to success in all. The lecture proved both interesting and instructive, livered in a clear, strong voice, and with excellent accentuation, the humorous parts being given with particular zest, and was highly appreciated by the audience. The lecture will be found below, nearly in full,

THE LECTURE. I am to speak to you, this evening, without any pretense, but in all earnestness, if I may do so, a few thoughts on a subject which I shall call "The Masters of the Situation;" and as example is always better than precept, and as it is much better to go and do a thing when it is to be done, than to say how it ought to be done, I shall hope to interest you with now and then a short story, illustrative of my theme, rather than by a long sermon, had I the ability to preach one.

A great mastery, like that of Wellington or Bismarck, is not so common in the world as to excite no surprise when it occurs. It is not, and never can be an every-day matter. You will oftentimes see duliness striving to revenge itself upon genius, butl you will never see the former rising to be victor of the situation. True mastery is a compact of supreme qualities. It is heroism; it is culture ; it is enthusiasm; it is faith; it is intelligence ; it is endurance; it is unconquerable will! There are and there are noble women in whose eyes you may almost read the whole plan of salvation.

Eleven years ago, a vast crowd of eager and excited men and women assembled just outside of Washington to witness a review of the grand army then under com mand of Gen. McClellan. It was a scene of great and absorbing interest, for it was a revelation to thousands upon thousands of spectators gathered there of what could be done for the preservation of American liberty and law, and how instantaneously a force could be mustered to guard them. It was a brilliant answer to the doubting heart, and a strengthening influence to the qualling spirit. The review that was then about to be held was to prelude a series of magnificent victories, and the war was to end in 60 days. As if American uniforms were not various enough to gild the splendor of that day, fereign decorations must be added to the gilttering show. The French Princes of the House of Orleans, the son and grandsons of Louis Philippe, rode to and fro among the General's Staff, and recalled by their brilliant appearance other days of this Republic. Bugles sounded, squadron wheeled into line. Cannons reverberated, and martial music rose from innumerable battalions. The prominent figure of that day was indeed a marked man. All eyes searched the field for McClellan, and followed him from point to point. As the young commander galloped up and down the line, thundering cheers from more than a hundred thousand troops and spectators rolled after him 'How well he rides!" whispered the Prince de Joinville. "The finest horseman I ever saw!" responded the Count de Paris, and the Duke de Chartres indorsed his praises "Never was anything so elegant!" chorused the General's fair country women. But as he rode past a group of spectators, among whom I happened to be standing, I heard these tatal words from the lips of an old soldier : "He is not master of the situation." Soon afterward, when tidings of defeat and mortification came rolling back upon us, I remembered those ghastly words and trembled for the issue.

A MASTER ON THE SEA. There was once a noble ship full of eager passengers,

England to America. Two-thirds of a prosperous voyage thus far were over, and in our mess we were beginning to talk of home. Fore and aft the songs of good chees

freighted with a rich cargo, steaming at full speed from

to talk of home. Fore and are the songs of good and hearty merriment rose from deck and cabin. As if the beauteons ship enjoyed the beauty of the sea, She lifteth up her stately head and salleth joyfully. A lovely path before her lies, a lovely path behind; She sails smid the loveliness, like a thing of heart and mind. Suddenly a dense fog came, shrouding the horizon, but as this was a common occurrence in the latitude we were

sailing, it was hardly mentioned in our talk that after noon. [There are almost always croakers on board ship, if the weather changes however slightly, but the Britannia was free that voyage of such unwelcome passengers.] A happier company never satied upon an Autumn sea! The story-tellers are busy with their yarns to audiences of delighted listeners, in sheltered shawls, reading or singing; children, in merry companies, are taking hands and racing up and down the decks-when a quick cry from the look-out, a rushing of officers and men, and we are grinding on a ledge currents, always mysterious, and sometimes impossible currents, always mysterious, and sometimes impossible toforesee, had set us into shore out of our course, and the ship was blindly beating on a dreary coast of sburp and craggy rocks. I heard the order given, "Every one on deck!" and knew what that meant—the maste were in danger of failing. Looking over the side, we saw bits of the keel, pieces of plank, floating out into the deep water. A hundred pallid faces were huddled together near the stern of the ship, where we were told to go and wait. I remember somebody said that a little child, the playfellow of passengers and crew, could not be found, and that some of us started to find him; and that when we returned him to his mother a he spake never a word, but seemed dumb with terror at the prospect of separation and shipwreck and that other specter, so ghastly when encountered at sea.

but seemed dumb with terror at the prospect of separation and shipwreck and that other specter, so gmastly when encountered at sea.

Suddenly we heard a voice up in the fog, in the direction of the wheel-house, ringing like a clarion above the roar of the waves and the clashing sounds on ship-board, and it had in it an assuring, not a fearful, tone. As the orders came distinctly and deliberately through the captain's trumpet, to "shift the cargo," to "back her," to "keep her steady," we felt somehow that the commander up there in the thick mist on the wheel-house knew what he was about, and that through his skill and courage, by the blessing of Heaven, we should all be rescued. The man who saved us, so far as human aid ever saves drowning mortals, was one fully competent to command a ship; and when, after many days of anxious suspense, the vessel, leaking badly and theffres in danger of being put out, we arrived safely in Hallfax, old Mr. Cunard, agent of the line, on hearing from the mail-agent that the steamer had struck on the rocks and had been saved only by the captain's presence of mind and courage, simply replied, "Just what might have been expected in such a disaster; Capt. Harrison is always master of the situation."

SUCCESS NOT A MATTER OF CHANCE.

SUCCESS NOT A MATTER OF CHANCE. Now, no man ever became master of the situation by accident or indolence. I believe with Shirley, that the Almighty has given men and women arms long enough to reach the stars if they will only put them out! It was an admirable saying of the Duke of Wellington, "That

an admirable saying of the Duke of Wellington, "That an general ever blundered into a great victory." St. Hillier said, "I ignore the existence of blind chance, accident, and hap-hazard results." "He happened to succeed" is a foolish, unmeaning phrase. No man happens to succeed. "What do you mix your paints with "saked a visitor of Opic, the painter. "With brains, Str." was the artist's reply.

Indolence never sent a man to the front. It is one of God's laws that nothing in His universe shall be estationary. The fixed stars, as they are called, are now known to be undoubtedly moving on. The deep things of this world are not engineered by sluggards. It is the travestics of Christianity that abound among the indolent who take everything for granted. Masters of the truly religious affuations, like Frederick Robertson, Ward Beecher, Maurice, and Stopford Brooke, are never idle. They scorn to furl their sails and ride at anchor in the sluggish bays of extinct thought, but are ever busy in the great thoroughfares of life, casting out those devils of intolerance, superstition, and hypocrisy. Who does n't like to see a minister fully master of the situation from an earnest desire to serve the great cause in which he is enlisted! Robert Coliyer told me, the other day, of a big-hearted, big-fisted old clergyman in Yorkshire who was so determined to convert the wild, wicked dwellers on the moors that when they refused to come into church on Souday, he would russ out of his pupit, spring into a crowd of cock-fighters outside the chapel, knock some of them down with his brawny fist, collar them, drag them in, and then administer Gospel truths right and left to the rascals. [Laughter and spipieuse.]

truths right and left to the rascals. [Laughter and appleause.]

Conceit kills many a man who is perhaps on the high road to mastery. "The sun rises in the east, where I live," said a popular orator from Boston once. "Yee," said a bystander from the West, "but he doesn't stay there long!" [Laughter.] There are men who never pronounce their own names without involuntarily taking off their hats, so profound is their self-admiration; and all of us have known persons who felt that if they had been consulted prior to placing Adam on the old homestead, they could have added something to human nature which would have greatly improved it. [Continued laughter.] Complaining people, people who are in a state of normal dissatisfaction with the universe generally, do not often master the situation. The wrong side of the tapeatry of life is nover the most beautiful or encouraging one!

THE POWER OF GREAT LEADERS. others who slip up on the way to eminence from toe great a reverence for upper-standing, and too little for